

Weather

Today partly cloudy, slightly colder at night, fresh to strong southwest winds; Tomorrow partly cloudy.

ARLINGTON DAILY NEWS

Arlington Population,
36,094
The Second Fastest Growing Town
in Massachusetts

VOL. XX, No. 191 ARLINGTON, MASS., THURSDAY, FEBRUARY 2, 1933 PRICE TWO CENTS

WARRANT READY FOR TOWN MEETING

WELFARE COUNCIL ELECTS OFFICERS FOR PRESENT YEAR

Mrs. Roscoe Perry Is Again President of Arlington Organization—Other Officers Are Well-Known Women of the Community—Reports Made By Various Officers—Council To Supply Hot Soup For Junior High West Pupils — Appeals For Help

With the election of new officers for the present year, the Arlington Welfare Council starts out on another active year. The election took place at the annual meeting held at the Council headquarters.

The officers elected are: Mrs. Roscoe Perry, president; Mrs. A. D. Woodworth, assistant president; Mrs. Clarence Johnson, vice president; Mrs. Emma Sprague, corresponding secretary; Mrs. Clifford Gleason, Recording Secretary; Mrs. W. D. Sawyer, treasurer.

Plans were made for carrying on the work for another year. Mrs. R. Murphy reported that part of the money received for Christmas Seals would be used for general relief work in the country.

The report of the treasurer cannot be given at this time owing to illness but it is hoped to include a complete report at the next regular meeting.

It was voted to give five dollars for one month to be used to supply hot soup to the pupils of Arlington Junior High West. These children have to walk a long way and carry cold lunches to school. It is expected that these children who are able to pay for the soup will do so but all children will be served.

It was reported that the Town had paid the Welfare Council for postage expended in work especially for the Town. Among the list of unemployed who are trying to help themselves is a man who has taken up the unusual task of "doing family washes".

It is hoped that if any of the people who read this item have laundry work to be done that they will give this man a trial as his work has been proven satisfactory. He will gladly call and deliver work. Call Arlington 6306 and the address of this man will be given you. The time is fast approaching when the cellars and yards need attention.

The Council has plenty of good workers who need the money. Call the Welfare office and let them send you a worker. Look around and see what odd jobs you have and then call Arl. 6208.

A message from the Council states: "We are sorry to say that people have asked for help and when the man or woman reported

Prize Moose Trophy For Quebec Exhibit

A moose head considered by experts to be the largest ever taken in Canada will be one of the 208 magnificent trophies on exhibition at the booth of the Department of Roads of the Province of Quebec at the Sportsmen's Show in Boston from Feb. 4 to 11. The trophy was taken by J. L. Crevier, in the Laurentian Mountain district of Quebec on November 27th, 1932.

Although many other magnificent trophies have been taken in the Province of Quebec, especially since the Department of Roads under the Hon. J. E. Perrault has penetrated all the wonder spots of the province with nearly 15,000 miles of improved highways, Minister Perrault believes that there are still finer specimens lurking in the woods within walking distance of a good parking space on the road. When he was asked whether he believed whether a finer trophy would ever be taken in Quebec, the Minister retorted:

"Ah, you know the old saying about the fish in the sea being finer than those ever caught. Well, I think the same thing of the moose. Years ago we thought that the current wonder head was a finer moose trophy than would ever be taken again, and then some hunter, usually an American on vacation, came along and took a better one. It is so much easier now with good roads to enjoy the king's sport of stalking the moose in Quebec. Formerly a man had to exert himself greatly and spend a good deal of time in hunting a fine trophy.

"Now it is much simpler because the modern highways take the hunter so much nearer the automobile and the highway, the hunter on vacation has just that much more time to devote to the sport and, therefore, with this addition of time he has a much better chance of getting a fine trophy than in former years. I would not be surprised if some American hunter came out of the Sportsmen's Paradise, which we call our St. John National Park District, with a finer head than this.

"Finer heads are undoubtedly there in the depths of the woods, almost within calling distance of the highway."

But the big moose trophy is not the only prize specimen in the Quebec exhibit which fills a space forty feet long and fifteen feet wide. For the envy of the fishermen are trophies that have lived before only in the tales told over the cups—thirty and fifty pound red salmon, trout almost large enough to swallow a fisherman and his tackle, sturgeon and mackinac of unbelievable size and gameness, all taken within a short distance of some Quebec highway winding through picturesque and untouched wilderness.

Trophies of bear, eagle, deer and many other fine birds and animal specimens also are shown in the exhibit, all especially chosen to show the types of wild life that may be seen and taken by the hunter in the St. John National Park District, known as the Sportsmen's Paradise, and the Laurentian Mountain district, reached by Quebec's marvelous new system of roads developed by Minister Perrault and his able deputy, Colonel J. L. Boulanger.

Mrs. Edna Glass Died Yesterday

Mrs. Emma E. Glass, of 15 Pine street, Arlington died at her home following a brief illness of the grippe yesterday. She was 82 years old and lived here three and a half years. The funeral will be held tomorrow with burial in Munroe cemetery, Lexington.

Mrs. Glass was born in South Ware, N. H. She was the daughter of Alvin and Elizabeth (Haley) Whitaker.

DAD ROY OF ASSUMPTION COLLEGE PLEASSED WITH SON'S GOOD FORTUNE

Alexander Roy, 78 years old, is going about his duties as gardener at Assumption College, Worcester with a more, expansive smile than usual—and his usual smile is so expansive he is a great favorite with the students.

For he is the dad of Paul E. Roy of 11 Ashland street, Arlington, former printer who has been left \$100,000 by Miss Nellie P. Carter of Boston, whose will filed on Monday at Boston, spread \$40,000,000 among charitable and educational institutions and individuals in such a way that newsmen the country over today are referring to her as a veritable fairy godmother.

The younger Roy was chauffeur for Miss Carter, whose public gifts included one of \$50,000 to the Clinton Hospital Association.

A Surprise News of the son's good fortune came as a great surprise to Dad Roy. His information of it was received through the press. "I am glad for him and his family," remarked Daddy Roy. "Paul was always a good boy, always able to make his way through life."

TRUCK DRIVER HAS NARROW ESCAPE IN ARLINGTON ACCIDENT

Mason R. Sprigg, of 27 Westland avenue, Boston miraculously escaped serious injury and possible death when the heavy automobile which he was driving crashed through the fence of the Texaco gasoline station at 2 Summer street, Arlington yesterday afternoon.

Sprigg, also the owner of the truck, was driving down Mystic street, was approaching Summer when an automobile coming from the opposite direction suddenly cut out of line as it came out of Summer street. The driver of the truck jammed on his brakes but was unable to avoid crashing through the four-foot wooden fence surrounding the gasoline station. The truck went over an embankment and made a half circle in the station yard where it finally came to a stop. Through it all, Sprigg stuck to the wheel and the truck remained upright. All he suffered was slight injury to his wrist, he told police officer Arthur J. Keener, who investigated the accident. The operator of the truck was unable to get the registration number of the automobile which he claimed caused the accident. He was praised for his courage in staying with the truck as it crashed through the fence.

CAPT. BENWAY TELLS ROTARY OF TRUCKING AS A NECESSITY

Representative of Motor Truck Club Cites Conditions in Medford and Points Out That All of Present Agitation for Higher Rates and Taxes Is Coming from Railroads and Not from Shippers Nor Public—Million in Wages to Medford Truck Drivers Annually

Capt. E. C. Benway, representing the Motor Truck Club of Massachusetts, Incorporated, today addressed the members of the Medford Rotary Club at their noonday luncheon at Masonic hall.

His topic was, "The Motor Truck as an Economic Necessity." The Motor Truck Club of Massachusetts, Incorporated, appreciates the opportunity of presenting for your consideration the side of the motor truck in this "railroad agitated" controversy in transportation.

Railroad Propaganda When I say railroad agitated, I mean that all this propaganda against the motor truck which has been circulated through the press and railroad fostered legislation, has not been actuated by the shipper who pays the bill, nor by the consignee or the consuming public, but by the railroads themselves.

Is this country big enough to support two transportation agencies of national importance, rail and highway, or will the shipping and consuming public allow highway transportation to be strangled by legislation, merely for the preservation of the financial integrity of other costly forms of transportation? I believe that this country, when business is normal can support both forms of transportation, providing each functions in its own field, the railroads railroading upon the rails in carload long haul traffic, and the truck upon the highway for

WILL INCLUDE SEVERAL MATTERS OF IMPORTANCE

Hub Attorney Dies At Home In Lexington

William Ropes Trask, Boston attorney, whose home was at 103 North Hancock street, Lexington, died suddenly yesterday morning. He had just returned from New York.

Mr. Trask was born Jan. 9, 1862, in New York, son of Charles H. and Martha R. (Ropes) Trask. He was graduated from Harvard University in 1885 and from the law school in 1888. He had since practiced law in Boston.

He was one time treasurer of the Nahant Land Company, a trustee of the Hanover Street Trust Company and the North Street Trust Company. He had also been a trustee of the Peter Bent Brigham Hospital.

Mr. Trask was a member of the Military Historical Society of Massachusetts, Massachusetts Bar Association and Boston Bar Association.

Funeral services will be held Friday morning in St. Cecilia's Church Back Bay, Boston.

Notre Dame Star Is Signed Up For Match On Feb. 15

George Dussette, famous Notre Dame football star was signed today to meet Steve Passas, ex-world's champion in one of the main frays at Charlie Gordon's wrestling show on Feb. 15th at Mechanics Building.

The Notre Dame star was on the So. Bend, Ind. team that swept through all opposition for two years and since his entry to the mat world the colorful has bowled over all opponents to date. Dussette can shoot flying tackles from any angle and spends his spare time practicing on football dummies. The mat star, who will probably be the greatest game magnet in the country when he gathers a little more experience, will arrive from Chicago today and tune up at Toland's Gym.

The former Champion, Steve Passas, who held the world's title for twelve years and suffered one defeat in that period of time is a slight favorite to topple the gridiron hero. Passas knows every trick in the mat game and is plenty rough. Both of the mat stars want a shot at the world's title now held by Mephisto of Germany and the bout will probably result in a wild melee.

In the other main bout best 2 out of 3 falls Ted Germaine, Boston will clash with Paul Adams, Southern Football Flash. Adams was on the Ga. team that beat Yale two years in a row and claims that he will down Germaine in the same fashion when they grapple Feb. 15th. There will be plenty of fireworks when these two get together and the police will have to be on hand when Germaine starts on his ring rampage. The winner of this fray is to be signed for world's title fray at Mechanics in the near future.

One Article Calls For Change By Referendum Vote From Town To City Form of Government — Another Article Seeks Revaluation Downward Of All Property—To Act On Contributions Of Employees To Town Treasury—Action On Town Barns At Summer Street To Be Taken

When the town meeting members gather at Robbins Memorial town hall on Wednesday, March 22 they will face a difficult task in deciding on several important matters which have been included in this year's warrant. The warrant was closed by the board of selectmen last Monday night.

Among the articles to be voted upon is one seeking to change by referendum vote from Town to City form of government; another calls for the revaluation downward of all taxable estates, real and personal; another asks that the selectmen give preference to residents of Arlington in all local construction work.

Briefly, here are the highlights of the Warrant. Articles contained therein will be on the following matters:

- Accept gift of permanent Christmas tree on Cemetery Department lot, junction of Broadway and Massachusetts avenue.
- Accept gift of Washington Elm and also appropriation to pay H. L. Frost & Co. expense of transportation and setting tree.
- Extension of Sewerage System in Newland road.
- Extension of Sewerage System in Alpine street.
- Appropriate \$1,000.00 for musical concerts.
- Sell, convey or otherwise dispose of all or any buildings at Town Yard, Summer street.
- Revaluation downward of all taxable estates, real and personal.
- Permission of Town of Lexington to remove old water works building located in Lexington.
- Appropriate \$150 to reimburse Battle Hill Improvement Association.
- Appropriation to repair leaks in walls and roof of new High School Building.
- Authority to sell three horses.
- Overdrafts: Snow and Ice, \$8500.00; Welfare Aid, \$8,808.

Local Man Weds Medford Girl

The marriage of Charles W. Gosse, of 115 Rhinecliff street, Arlington and Alice M. Colby of 69 Albion street, Medford took place last Sunday, according to returns filed at the office of town clerk E. Caroline Pierce in Arlington yesterday.

The ceremony was performed by Rev. Harry Atkinson, pastor of Oakland Street Baptist church, Medford. The groom is the son of Mr. and Mrs. Moses Gosse and his bride is the daughter of Mr. and Mrs. Frank Colby.

BATTERY IS STOLEN A battery in the automobile owned by Mr. Lavery, manager of a store at 39 Massachusetts avenue, was stolen from the car while it was parked in the rear of the store the other night. Now Mr. Lavery is looking for his battery which has been strangely missing.

ENTERES CAMPAIGN Henry C. Rowland, 23 Welling ton street, announced his candidacy for the office of assessor at the coming town meeting. Mr. Rowland will oppose Clarence A. Moore, incumbent.

Police Seek Local Man The aid of the Arlington police was sought yesterday afternoon in an effort to locate Harold C. Kelley, of 95 Milton street, Arlington who has been missing from his home since January 25. Anxious over the safety of her husband, Mrs. Kelley informed the police yesterday afternoon of his sudden disappearance.

The man is 31 years old; 5 ft. 8 in. tall; weighs 135 lbs.; medium complexion, light hair, blue eyes. When he left home he was wearing a brown soft hat and gray suit. A missing front tooth should help to identify him. Mr. Kelley was employed by a Boston newspaper.

To Be Taken At Face Value

When you pick up this newspaper and read the announcements of our local merchants, or those of national advertisers, you need never think to question the sincerity and honesty of their statements.

This reliance on Advertising has been brought about by Advertising, and is one of Advertising's greatest contributions to the satisfaction and ease of modern living.

An advertiser deliberately attempting to deceive takes the quick, short road to ruin. The insincere or extravagant statement may have its brief day. But the greater the attention it attracts, the sooner the public will discover and destroy its deceit.

The cornerstone of successful shopkeeping always has been "keep faith with the public," give honest values and truthfully represent the merchandise and its service. This principal had to find its expression in Advertising—for Advertising is nothing more than the owner of the store or a factory talking with people in their homes about such things as shoes and soap, radios and rugs, blankets and bloomers.

It pays to read the advertisements. They are first-hand news of what is being invented, fashioned, and perfected in the workshops of the world for your well-being, comfort and convenience.

Arlington Daily News

Tel. Arlington 1305

23 MYSTIC STREET ARLINGTON

Depression Heat Rates IMPORTED—ALL SIZES

English \$10.00 Per Ton

Coke \$10.00 Per Ton

Gas House \$10.50 Per Ton

or Cement Solvay \$10.50 Per Ton

Delivered In Your Bin

Special Price on 5 Ton Loads

Independent Coke Supply

Office Chas. 1170

for RESULTS USE

Arlington News Classified Ads

THE BEST ADVERTISING MEDIUM IN ARLINGTON

Special Edition of 9500 Friday of each week

Delivered free to every home in Arlington

Telephone, Arlington 1305

Captain Benway Tells Rotary Of Trucking As A Necessity

Continued from page one

The railroad pioneers foresaw the possibilities in rail transportation which went along with the growth of our country for the benefit of all our people. Industry expanded as rapidly as transportation requirements were available.

When the railroad pioneers had completed their pioneering, then began the race for supremacy and domination in transportation which were the doom of many roads, because in their race the railroads forgot or overlooked the personal requirements of the shippers who paid the bill.

The railroads in their race for supremacy and domination by the construction of major terminal facilities, extension of rail lines and subsidiary investments which the shipper was called upon to support whether profitable or unprofitable, overlooked the fact that men who developed rail transportation, might develop a mode of transportation that might be more flexible and personal than the rails could offer.

For sixty years the railroads had no competition other than that offered by themselves, with the exception of some water competition and horse drawn vehicles. The latter had no effect upon their monopolistic dreams. During the sixty years, the railroads adopted for their slogan: "The Railroads are the Back Bone of this Country."

The Autos Arrived
In 1895 four passenger automobiles were registered in the United States, but like the dreamer, the railroads continued to dream on.

Nine years later in 1904 the number of passenger automobiles had increased to 54,590 and about this time motor trucks made their appearance, numbering 410.

From that time on the automotive industry became a gigantic wave until in 1931 there were registered in the United States 2,347,800 passenger automobiles and 3,466,303 motor trucks of which in the City of Medford there were 15,502 passenger automobiles and 928 motor trucks.

This gigantic wave gaining in momentum each year has broken the slogan of the "Back Bone."

Failed To Awaken
Did the railroads wake up to the fact that this new transportation agency might continue to grow? No. They were living in a monopolistic era and were content to let someone else develop this new agency and demonstrate its usefulness to our people. Today, the automobile as a means of personal transportation is one of the greatest emancipations of

the individual which the human race has ever enjoyed.

No other triumph of science and industry has so affected the habits of the public as a personally controlled transportation unit as the automobile. The individual can go where he pleases and when he pleases.

The railroads which have suffered tremendous losses from this new freedom of democracy may complain at the condition, but have not had the hardihood to insist that the public must return to the limitations, inconveniences and expense of common carriage by rail lines in order to preserve the financial integrity of railroad transportation systems.

The railroads are now or have entered into highway transportation reluctantly many years after their need for doing so had been apparent to impartial students of transportation.

It is evident that the two railroads entering Massachusetts were so absorbed by the fact that they dominated transportation that they allowed this 1904 infant with 410 trucks registered in the entire country to grow to its majority in 1925 when there were 2,440,854 motor trucks in the United States.

Enter Trucking Bill
Then they woke up to the fact that there might be possibilities to this new agent, so in 1925 they decided to branch out onto the highways with trucks and busses.

However, if their financial returns as filed with the Massachusetts Department of Public Utilities and testimony contained in Interstate Commerce Commission Docket 23400 are a criterion of the earnings and profits in this new venture, it is very evident that they waited too long and should have remained in their chosen profession of railroading upon the rails, for which rail security holders would no doubt be grateful.

After 21 years of pioneering by the present truck operators through their own unsubsidized efforts, they have demonstrated and given the shippers a personal and flexible transportation service, adjusted to the intimate nature of the individual business, and now without complaint or suggestion from the shipper, the railroads through legislative strangulation want to legislate this pioneer truck operator off the roads.

To substantiate this fact, there has been filed in our General Court House Bills 47 and 808 which is the most vicious repressive legislation ever presented, and if enacted, will impose increased burdens upon the shipping and consuming public and will deny the shipper the right to select the mode of transportation most economical and most adapted to his particular requirements.

The return of the control of transportation into the hands of the shipper means that no amount of railroad dictation or domination will dictate to the shipper how he shall ship or how much he must pay for transportation, when for a few dollars he can purchase a truck, and have his own transportation service when and where he wants it.

With a multiplicity of service available, is the shipper to be denied the right to ship as he desires?

Shippers Affected
Unless the shipper opposes the legislation before the Transportation Committee of the General Court on February 8, 1933, the shipper will lose control of transportation which he now has and will again submit to railroad dictation and domination.

The motor truck operator has been fighting the battles of the shipper unaided until the present time. The railroads have marshaled all their forces and finances in sponsoring the proposed legislation, and it is now up to the shipper to come to the forefront if he wants to retain control of transportation.

The attempts of the railroads to strangle the motor trucking industry might well be reflected in the words of Charles Francis Adams, at one time a

member of the Massachusetts Railroad Commission and former President of the Pacific Railroad, when he stated:

"In the eyes of those managing them the railroads were mere money-making enterprises. They acted accordingly. If they were forced to compete they competed savagely and without regard to consequences; where they were free from competition they exacted the utmost farthing."

The advent of the motor truck changed all this and with a multiplicity of service available, the control of transportation is now in the hands of the shipper where it must remain.

What we have today in truck transportation is personal service to industry, shippers, shopkeepers and others, at rates made to their satisfaction, at times suited to their convenience, enabling them to meet the fluctuations of business and the demands of competition just as adequately as took inside the factory.

Brought New Markets
While we admit that our communities developed around railroad centers, it is the motor truck that has brought our isolated communities to our larger centers for the exchange of commerce.

The railroads of this country have tried highway transportation and even today the New Haven and Boston & Maine Railroads are offering motor vehicle service, both passenger and freight and greatly reduced rates with no apparent financial success.

In fact our two New England railroads are the biggest fleet operators of motor vehicles in New England, and Mr. Pelley of the New Haven Railroad recently stated that his road operated more than 1,000 commercial motor vehicles, while the Boston & Maine Railroad reported to the Interstate Commerce Commission that they operated 131 motor trucks, not including their large fleet of busses.

By such operations, they two roads are leaving the rails and substituting highway equipment that disappears in a few years for rail equipment that has a depreciated life of between 30 and 50 years. By such substitution, what is going to become of the railroads, and what is supposed to be secured by rail equipment, if such equipment is replaced by highway equipment?

The railroads seem to center their attacks upon the so-called for-hire truck operator. They seem to have lost sight of the fact that this type of competition is so small that it has not made inroads upon their earnings as they would have the public believe.

In substantiation of this fact your attention is directed to the Boston News Bureau under date of December 16, 1932, to a survey made by H. E. Hume & Company, New York consulting Engineers, which discloses the fact that the railroads of this country in 1930 carried 74.4 per cent of all freight movements, while the trucks carried but 3.2 per cent. The balance of 22.6 per cent was carried by the water-ways and pipe lines.

Survey Shows Conditions
Therefore from such a survey made by a recognized establishment, it is apparent that the railroad propaganda that trucks are putting them out of business is not correct. If any of the railroads are going out of business, they are putting themselves out of business through the business sins of their executives.

It must be borne in mind that the shipper with his own truck, hauling his own goods which formerly moved by rail with the 22 million passenger automobiles are the ones who are making serious inroads upon rail earnings.

In Massachusetts in 1931 according to the United States Bureau of Public Roads, there were registered 103,888 motor trucks of which:

1.06 per cent or 1,091 were Interstate Common Carrier Trucks

0.45 per cent or 4,632 were Intrastate Common Carrier Trucks

8.7 per cent or 9,038 were Contract Carrier Trucks

85.8 per cent or 89,136 were Privately Owned and Privately Operated Shipper Trucks

The privately owned and privately operated shipper trucks carry no goods for others and carry only the goods of their owners when and where they please. The same is true of the contract carrier trucks since they are hired by shippers for certain definite services and their owners do not hold themselves out to serve the public indiscriminately.

Of the 5,714 common carrier trucks engaged in common carriage, only one-third operate over fixed routes, on fixed schedules and at fixed rates. If national averages apply, these trucks are owned by 3,806 concerns of which two-thirds or 2,537 own one truck each. The great bulk of them are survivors of the village draymen who carried in their wagons the goods of the villagers when and where they pleased, and at such rates as were mutually satisfactory with the physical limitations of horse carriage. The use of motor power replacing the horse has extended the sphere of their operations into greater mileage.

Further proof that the control of transportation is now in the hands of the shipper is shown by the fact that the railroads are now being forced to compete with the motor truck on a level playing field.

For comparative purposes, let us take the City of Medford, Mass., by which to make a comparison between railroad taxes and taxes paid by your truck owners.

Basing our comparison on information submitted to us by your local Board of Assessors, the Commissioner of Corporations and Taxation and the Commissioner of Public Works, we find that in 1931 there were in the City of Medford, 15,502 passenger cars and 928 commercial cars with an assessed excise tax valuation of \$5,168,242.00. The passenger car valuation represented \$3,695,292.00 while the commercial car valuation was \$1,472,950.00.

Medford Valuations
The assessed valuation of your railroad property as reported by the Medford Board of Assessors

of transportation has been returned to the shipper is reflected by the fact that \$5.8 per cent or \$9,156 Massachusetts motor trucks are privately owned and privately operated shipper trucks.

Shippers Welcome Change
What caused the shipper to become highway-minded? Rail embargoes, delays, excessive rates, and last but not least the want of a personal and flexible transportation service which no other transportation agency was able to render. It must be borne in mind that with only rail transportation available, it was necessary for the shipper to adjust his business to the convenience of the rails.

As far back as 1909 coal and lumber were being hauled through the streets of Boston by shipper owned trucks while the draymen were content with their horse drawn vehicles in hauling to and from the local terminals.

Along in 1912 after the shipper had experimented with the motor truck and found it suitable for his requirements, told his draymen that he must keep up with the trend of times and substitute motor trucks for horses.

Today the same draymen who operated from 50 to 800 horse drawn vehicles have completely motorized their transportation systems and have adjusted their operations to suit the personal requirements of the shipper in a manner that has never been accomplished by any other transportation agency.

The railroads in their propaganda through the press and railroad fostered legislation have brought out the fact that commercial motor vehicles are inadequately taxed for the use of the highways, while the railroads support their own rights of way. Their rights of way and rolling stocks are tax-exempt and therefore their taxation applies only upon land and buildings not located upon their rights of way.

Referring to recent returns received from the Boards of Assessors of the 35 municipalities in this Commonwealth, we find that there are 69 municipalities in this State that have no rail connections and no taxable property.

Pay Heavy Taxes
However, from the official records we find that in these 69 municipalities that in 1931 there were 3,779 commercial motor vehicles whose owners paid to local and State funds for:

Excise Taxes \$60,785.54
Registration Fees 40,475.09
Gasoline Taxes 139,379.90

a total of \$240,638.53 while the passenger car owners paid for the same levies \$587,195.92, a grand total of \$828,834.45 while the railroad did not pay one penny to these 69 municipalities. Based on an excise tax valuation of \$2,430,550.00 commercial car owners paid on a basis of \$99.41 per \$1,000.00 of motor vehicle valuation as compared with the average property tax rate of \$31.09 per \$1,000.00.

From the 1932 36-million gasoline tax fund allocated to cities and towns these same municipalities received \$204,911.26 of which \$58,399.70 was allocated to commercial cars. You might be interested to know that 44 of the 69 municipalities received from this fund \$56,023.69 more than they received from excise taxes.

Taxes paid by trucks and busses in the United States in 1931 totaled 293 million, or more than 28 1/2 per cent of the collections from all motor vehicles in the United States, while these commercial motor vehicles represented less than 13 1/2 per cent of all motor vehicles in operation.

Gasoline taxes accounted for the biggest portion of truck payments to State and local governments amounting to approximately \$144,530,000.00. Registration for trucks approximated 77 million dollars and gas taxes and license fees paid on busses were \$31,775,000.00. In addition, personal property assessments on rolling stock and special municipal taxes claimed 40 million dollars of the commercial vehicle operator's income.

Surely this is not free use of the highways for the use of commercial motor vehicles as claimed by the railroads.

Truckmen Pay Millions
On this basis, in 1931 the contributions by commercial motor vehicle owners in Massachusetts were as follows:

Excise Taxes \$2,169,293.21
Registration Fees 1,248,241.70
Gasoline Taxes 4,294,348.28

a total of three levies of \$7,711,883.19 which were exclusive of real estate taxes and taxes on personal property used in connection with the operation of commercial motor vehicles.

On page 312 of the 1931 reports filed by the railroads with the Massachusetts Department of Public Utilities, we find that the railroad taxes paid in Massachusetts on railway property were as follows:

N. Y. N. H. & H. \$1,394,140.03
B. & M. R. R. 1,225,794.05
B. & A. R. R. 1,316,354.99

making a total allocated to Massachusetts of \$4,436,289.07 or \$3,277,594.12 less than that paid by Massachusetts commercial car owners.

For comparative purposes, let us take the City of Medford, Mass., by which to make a comparison between railroad taxes and taxes paid by your truck owners.

Basing our comparison on information submitted to us by your local Board of Assessors, the Commissioner of Corporations and Taxation and the Commissioner of Public Works, we find that in 1931 there were in the City of Medford, 15,502 passenger cars and 928 commercial cars with an assessed excise tax valuation of \$5,168,242.00. The passenger car valuation represented \$3,695,292.00 while the commercial car valuation was \$1,472,950.00.

Medford Valuations
The assessed valuation of your railroad property as reported by the Medford Board of Assessors

of transportation has been returned to the shipper is reflected by the fact that \$5.8 per cent or \$9,156 Massachusetts motor trucks are privately owned and privately operated shipper trucks.

Shippers Welcome Change
What caused the shipper to become highway-minded? Rail embargoes, delays, excessive rates, and last but not least the want of a personal and flexible transportation service which no other transportation agency was able to render. It must be borne in mind that with only rail transportation available, it was necessary for the shipper to adjust his business to the convenience of the rails.

was \$245,750.00 which was \$1,237,195.00 less than your truck valuations.

Now let us compare the direct benefit your city derives from motor vehicles as compared with railroad taxes.

Your passenger car owners paid to your city treasury for excise taxes \$87,173.79 while commercial car owners paid \$4,747.60 or a total of \$91,921.39.

The railroads entering your city did not pay \$7,727.98, which was \$114,193.41 less than the excise taxes paid by your motor vehicle owners. In comparing your railroad taxes with your truck taxes, your truck owners paid \$27,019.52 more for excise taxes alone than was paid in railroad taxes.

It might be of interest to you to know the contributions made by Medford motor vehicle owners to your State as well as to your local community.

Trucks Far In Lead
From the same official records we have compiled the excise taxes, gasoline taxes and registration fees and we find that the total of these three levies which is a misnomer for taxes, amounted to \$255,107.89 of which your commercial car owners paid \$69,363.52, as compared with your railroad taxes of \$7,727.98.

Based on an excise tax valuation of \$5,168,242.00, your motor vehicle owners paid on the basis of \$51.80 per \$1,000.00 as compared with your 1931 property tax rate of \$31.80 per \$1,000.00 an excise of motor vehicle rate of \$19.50, while your commercial motor vehicle owners paid on the basis of \$47.77 per \$1,000.00, your commercial car owners paid your local rate of \$31.80 on garages, terminals and other property used in connection with their operations.

Urges Medford to Act
With such a motor vehicle rate it behooves every citizen of your city to see his Senator and Representative to oppose House Bills 47 and 808, because if the proposed legislation is enacted the city of Taunton and the Commonwealth of Massachusetts will lose this revenue and your shippers will return to railroad dictation and domination.

Motor trucks are setting new standards of dependability. They have even changed our industrial methods of production. It is no longer necessary to carry large inventories because trucks can deliver raw materials overnight to most any industrial center, and can return with loads of finished products, thereby turning capital over more rapidly. If the railroads instead of riding empty freight cars over their lines would take a lesson from the pioneer truck operators who are always on the lookout for return loads, it might make a difference in the final analysis of their earnings.

The motor trucks of Massachusetts have no labor conditions and the return of transportation into the hands of one company would again revive the days of disputes between labor and industry which were unprofitable to both and a great inconvenience to the shipping and consuming public. Furthermore the absence of labor conflicts presents the possibility of a tie-up in the distribution of commodities, but in the event of a tie-up in rail transportation, motor trucks and the highways would respond.

Let us change the picture of the motor truck in the public mind from a great lumbering awkward traffic-hindering train upon the highways to a means of economic transportation of products for the benefit of all the people.

In this picture, let us recognize the railroads for what they are. We cannot get along without the railroads at the present time, at

least for the long haul carload traffic.

The entire history of this country from the pony express up to today substantiates the fact beyond any question of doubt that no transportation agency can exist by attempting to lead other forms of transportation with taxes and restrictive legislation.

Why should not the railroads take a lesson from the text-books of general business and clean house? Why should the railroads ask for increased taxes on motor trucks when the latter are paying more than the former, thus necessitating higher rates, when rates today are based on what the traffic will bear instead of the economic base of a charge for a certain commodity per ton mile.

Let us recognize the motor truck for what it is, a means of solving the greatest problem before this country today, and that is the problem of distribution.

Comparison of Wages
Much has been said by spokesmen for the railroads of the large amount of wages paid to railroad employees, which are evidently turned over to merchants and others. This we freely admit, but we also admit that wages paid to commercial car operators are far in excess of the railroad wages.

Since a driver is required for each truck, it requires 103,888 truck drivers to pilot these trucks in 1931, not including helpers, repairmen and others to keep these trucks in operation.

Being conservative and basing an estimated wage of \$20.00 per week gave us a truck driver payroll in 1931 of \$108,043,520.00.

In 1931 the New Haven, Boston and Maine and the Boston and Albany Railroads reported to the Massachusetts Department of Public Utilities 47,611 employees with a total payroll including \$90,000.00 executives, of \$30,319,820.00.

In comparing this we find that in 1931 there were 56,337 more truck drivers in Massachusetts than the total number of employees on these three railroads over their entire systems, and the truck driver payroll exceeded that of the same three railroads by \$77,723,699.76 for Massachusetts drivers while the railroad payroll covered their entire systems.

Truck Drivers' Pay
On the same basis the truck drivers in the City of Medford received in 1931 \$965,120.00.

As a truck driver usually lives where his truck is garaged, it is fair to assume that the local merchants derived the benefit of the greatest portion of the truck driver wages.

In conclusion may I say, that if the merchants and shippers of your City are to retain their independence in transportation, they must see their Senators and Representatives and insist that they appear before the Transportation Committee of the General Court on February 8, 1933, and in the name of your people voice their opposition to House Bills 47 and 808.

The shipper too must appear at these hearings, or just as true as we are assembled here today, if the proposed legislation is enacted, the flexibility of the motor truck will be destroyed and the shipper will lose the personal service that he has been receiving from his truck operator.

And finally, the shipper will operate under railroad dictation and domination, and will adjust his business to the convenience of the rails.

Medford's Motor Figures
Total Motor Vehicles Assessed for Excise Taxes:

Passenger Cars 15,502.00
Commercial Cars 928.00

Total Motor Vehicles Assessed for Excise Taxes 16,430.00

Assessed Excise Tax Valuations:

Passenger Cars \$3,695,292.00
Commercial Cars 1,472,948.00

Total Assessed Valuations \$5,168,240.00

Registration Fees:

Passenger Cars \$46,661.02
Commercial Cars 9,938.88

Total Registration Fees \$56,599.90

Excise Taxes:

Passenger Cars \$87,173.79
Commercial Cars \$4,747.60

Total Excise Taxes \$91,921.39

Gasoline Taxes:

Passenger Cars \$61,909.06
Commercial Cars 24,677.04

Total Gasoline Taxes \$86,586.10

Total Three Motor Levies

Commercial Car Registrations 5.9 per cent

Commercial Car Registration Fees 21.2 per cent

Rate per \$1,000.00 of excise valuations

Local 1931 property tax rate per \$1,000.00

Excise motor vehicle levy rate per \$1,000.00

Assessed Excise Tax Valuations

Railway Property Assessed Valuations

Excise Commercial Car Valuations

Direct Contributions to City Funds:

Commercial Car Excise Taxes

Railway Property Taxes

Excise Commercial Car Contribution to City Funds

Add—State Contributions:

Registration Fees

Gasoline Taxes

Total State Contributions

Total Excess Commercial Car Levies over railway taxes

Commercial Car Levies to City and State:

Excise Taxes

Registration Fees

Gasoline Taxes

Assessed Excise Tax Valuations (as above)

Rate per \$1,000.00 of Excise Valuation

1931 Property tax rate per \$1,000.00

Excise Commercial Car Rate

Truck Driver Wages

1,362 truck drivers at \$20.00 per week

1932 Proportionate Share of \$6,000,000.00 Gasoline Tax Fund Allocated to Cities and Towns:

Allocated to Medford

Wellington

—Mrs. Jennie Cook, 39 Wellington road, was the guest of friends, Mr. and Mrs. Edward Cassidy, 14 Maynard place, Cambridge, yesterday.

—Mrs. Helen Mackie, 55 First street, is reported recovered from a recent illness which confined

least for the long haul carload traffic.

The entire history of this country from the pony express up to today substantiates the fact beyond any question of doubt that no transportation agency can exist by attempting to lead other forms of transportation with taxes and restrictive legislation.

Why should not the railroads take a lesson from the text-books of general business and clean house? Why should the railroads ask for increased taxes on motor trucks when the latter are paying more than the former, thus necessitating higher rates, when rates today are based on what the traffic will bear instead of the economic base of a charge for a certain commodity per ton mile.

Let us recognize the motor truck for what it is, a means of solving the greatest problem before this country today, and that is the problem of distribution.

Comparison of Wages
Much has been said by spokesmen for the railroads of the large amount of wages paid to railroad employees, which are evidently turned over to merchants and others. This we freely admit, but we also admit that wages paid to commercial car operators are far in excess of the railroad wages.

Since a driver is required for each truck, it requires 103,888 truck drivers to pilot these trucks in 1931, not including helpers, repairmen and others to keep these trucks in operation.

Being conservative and basing an estimated wage of \$20.00 per week gave us a truck driver payroll in 1931 of \$108,043,520.00.

In 1931 the New Haven, Boston and Maine and the Boston and Albany Railroads reported to the Massachusetts Department of Public Utilities 47,611 employees with a total payroll including \$90,000.00 executives, of \$30,319,820.00.

In comparing this we find that in 1931 there were 56,337 more truck drivers in Massachusetts than the total number of employees on these three railroads over their entire systems, and the truck driver payroll exceeded that of the same three railroads by \$77,723,699.76 for Massachusetts drivers while the railroad payroll covered their entire systems.

Truck Drivers' Pay
On the same basis the truck drivers in the City of Medford received in 1931 \$965,120.00.

As a truck driver usually lives where his truck is garaged, it is fair to assume that the local merchants derived the benefit of the greatest portion of the truck driver wages.

In conclusion may I say, that if the merchants and shippers of your City are to retain their independence in transportation, they must see their Senators and Representatives and insist that they appear before the Transportation Committee of the General Court on February 8, 1933, and in the

NEW...

VICKS ANTISEPTIC
SAVES HALF!Whole nation responds to trial offer
on antiseptic by makers of VapoRub

WE MAKE no extravagant claims for Vicks new Antiseptic. Instead, we have supplied to druggists... at less than cost... 5 million trial bottles... so you can test it in your own home. Already, in only 18 days, hundreds of thousands of people have taken advantage of this trial offer.

in Europe, Vicks Vaseline is a balanced antiseptic... mild enough to be used daily without risk to delicate membranes... strong enough to do everything an oral antiseptic should do.

You can use Vicks Antiseptic for all the customary uses... in your customary way.

And Vicks Antiseptic has this additional advantage... a depression year, it is priced accordingly. Large 10-ounce bottle... a usual 75¢ value... only 35¢.

VICKS
ANTISEPTIC

Regular Size... a 75¢ value... Only 35¢



- BAD BREATH (Halitosis)
- MOUTH-WASH Daily Oral Hygiene, After Smoking, Etc.
- GARGLE Sore Throat, Incipient Colds
- ANTISEPTIC LOTION Minor Cuts, Abrasions, Etc.

Trial Size... 10¢

The supply of trial packages is limited. There are only 5 million... for America's 26 million homes. Get your bottle today... while they last!

A 25¢ Value

Camp Coolidge
Is Given Fine
"Bill of Fare"

During the 1932 camp season, Camp Coolidge was visited by members of the National and Regional Camp staff who inspected the camp and made up every thing that goes to make up the program. The officials have only recently received the results of this rating. In figures the rating is about 40 per cent better than the previous year's, and the rating sheet reads as follows:

Camp Site—Attractive spot, well utilized.

Waterfront Protection—Good.

Program and Training—Good.

Advantage is taken of everything available and the campers are given good training.

Leadership—Very good staff.

Health and Sanitation—Good.

Food—Good.

Physical Equipment—Good.

Business Management—The Medford Camp committee is to be congratulated for a splendidly run camp.

A certificate which states the Council is eligible to pass Scouts on their Golden Eaglet camp requirement, was received.

On Wednesday afternoon, a tea for conference delegates will be held at the home of Mrs. Frederick Jackson, 24 Lincoln road.

The girls will get acquainted, discuss final conference plans, and the conference which is "The World's Challenge to Youth." Two

sessions of the Conference are open to the public, one held Saturday night in Sanders Theatre, Memorial hall, Cambridge at which the Arlington Bugle and Drum corps will play. There will be a play, a Girl Scout will speak, and Mrs. Arthur O. Choate, from National will speak. The Sunday afternoon session is also an open one called "Scouts Own," and will be held in the same place at 3 p. m. Mrs. Ware, Brookline Commissioner, will speak.

A series of conferences for Troop Committee members will be held at headquarters under the direction of Miss Fennessey on February 7th and February 14th. These meetings are open to all mothers and friends of Scouting and will last from 10:30 to 11:30 a. m. A background of Scout history and purpose will be given as well as the duties of a Troop committee, ways in which mothers may help in troops, and the opportunity to become Scouts for those who wish.

The Training and Personnel committee met at headquarters under the direction of the Chairman, Mrs. Harold Chipman, on Jan. 25th, to check up on the present condition of the troops and outline a program to give them the help and added leadership they need.

On Monday, Jan. 30th, a Camping conference was held in the Hotel Victoria, for Camp committee members and directors from all eastern Massachusetts. Mrs. Harry Mardon, chairman of the Camp committee, Mrs. J. W. Brinton, Mrs. Robert Lincoln, and Miss Ruth F. Fennessey, the director, attended.

A correction in the list of chairmen of committees: Mrs. Warren Smith is the chairman of the Cedar Hill Committee.

Troop Notes

Troop 1—Mrs. Mardon visited the troop and talked about Camp Coolidge. She explained the system of stamp-saving for camp. Several of the girls plan to attend the Polar carnival. One group of girls went with Captain Marshall to practice signaling and another group went with Lieutenant Allen to practice judging height, weight and distance. Captain Marshall led some of the troop on a hike last Saturday.

Troop 2—under the direction of Miss Josephine Shaw, captain, ran a dance last Saturday night at the Medford Women's club. It was a very successful party. Mrs. Chipman, Mrs. Evans, Mrs. Jenks and Mrs. Parks were the matrons.

Troop 3—Miss Clara Webster, captain, reports that Mrs. Seidel held a very successful money raising party at her home Saturday night.

Troop 6—In order that Miss Fennessey might attend the Camping conference, Miss Sylvia W. Gates took charge of the troop on Jan. 30th. The girls are still working on International Knowledge with Mrs. Kenneth Hutchins, studying France. A number of girls are almost through their first class work and hope very much to be ready to receive their badges at the March Rally.

Troop 7—Miss Marjorie Bean, captain. During the absence of Miss Bean, Miss Charlotte Arne reports that the scouts are making clothes under the direction of the Red Cross.

Troop 9—Miss Alice Crossley, captain. Miss Fennessey visited

the troop and invested a new scout. Mrs. Lothrop explained the stamp-saving book to the girls.

Troop 10—Miss Virginia Fairbanks, captain. Mrs. Lincoln talked to the girls about Camp Coolidge and showed them pictures taken there last summer.

Troop 12—Miss Mary Doherty, captain, reports that two new scouts were invested last week. They were Eleanor Desmond and Mary Bradford. There is also a new girl in the troop Ruth Knipp. The Scouts planned a hike Saturday under the direction of Barbara Bacon and Edith Goodell to the Sheepfold.

Troop 13—Mrs. Horace Morse, was unable to go to the museum last week as planned, on account of lack of transportation, but hopes to go this week. The troop has been working on bandages this week.

Troop 14—Mrs. P. H. Belyea, captain. In the absence of Captain Belyea, necessitated by the illness of her daughter, Miss Fennessey took Troop 14 on Friday, January 27th; the chief part of the meeting was spent in signaling games, a check up on their knowledge of the Morse code.

Brown's Pack—Miss Dorothy Crossman reports the following girls are to receive their Brownie pins: Eunice Hurd, Phyllis Brown, Ann Oxnard, Phyllis Hayden, Nancy Whitney, Peggy Coulson, Louise Keay, Peggy Gaul.

—James "Bunny" Bowdren, local athlete at Notre Dame University, will be in Milwaukee the latter part of this week with the Notre Dame track team, which will compete with Marquette University. Bowdren's home is at 667 Fellaway.

Jas. A. Franklin

Elected To Office
For 26th Time

James A. Franklin of 14 Clayton avenue, well known officer of the Medford Improvement Association, was reelected secretary of the Order of Railroad Stationmen for the 26th consecutive year. At the time of the election Mr. Franklin was home sick. William Whitehead, head gate-man at the North Station, a resident of Somerville, was elected president.

Deaths

GARDELLA—In Arlington, Feb. 1, Mary Gardella (nee Lavezola), beloved wife of Joseph Gardella. Funeral from her late residence, 853 Mass. av., Friday, Feb. 3, at 8:15 a. m. Solemn high mass at St. Anthony's Church, Somerville, at 9:30 o'clock. Funeral private. Please omit flowers. Interment at Mt. Pleasant Cemetery, Arlington.

O'LEARY—In Medford, Feb. 1, Eileen, age 1 year, 3 months, 11 days, beloved daughter of Daniel and Nellie T. O'Leary, (nee O'Brien). Funeral from parents' home, 141 Fourth street, Friday, Feb. 3 at 2 o'clock. Relatives and friends invited.

—Former Wellingtonians Mr. and Mrs. Lunan S. Swift of Brookings street, visited friends in Wellington.

DAVIS SQUARE
SOMERVILLE

Parke Snow INC.

DAVIS SQUARE
SOMERVILLE

Sale! Reproductions of Better

New Spring Dresses

\$2.98

Wide range of selection: New rough crepes—New prints—New delightful wools—New sleeve interests—New skirt details... at a price that gives you a lot for \$2.98.

Put new life in your wardrobe with one of our New Spring Dresses—Including the most popular forecasts of fashion for Spring—Quality fabrics and refreshing new color notes.



There are dresses for every occasion—street—sport—business—afternoon—dance and informal affairs. There are styles for every type—all of them different—all of them new—they are Spring dresses. You'll be amazed at the unusual quality and individuality of style usually found only in much higher priced dresses.

Style—Quality and Workmanship are of the Best. Come Early

Misses' Sizes 14 to 20

Women's Sizes 38 to 44

Silk Stockings

Chiffons and Service
Weights. All Guaranteed First Quality

44¢

Fine gauge, pure silk pivot top chiffons and lisle top service weights—French heels, cradle foot and reinforced for extra wear—New Spring colors.

A Special Offering of
Fine QualityChildren's Wear
Children's Dresses With
Bloomers

80 square printed percale with gayly embroidered shoulder smocking and white pique collars—Puff sleeves and wide hems—Sizes 1 to 6½.

55¢

Hand Made Baby Dresses

Exquisitely embroidered—Models featuring yokes, dainty tucks, scalloped hem bottoms, some with collars—Sizes 6 months to 2 years.

55¢

Boys' Broadcloth Play Suits

Mercerized broadcloths attractively trimmed with touches of hand work and appliques—Solid colors or two tone combinations—Guaranteed fast colors—Sizes 2 to 6.

55¢

Children's Slipon and Coat Sweaters

Made of soft all wool yarn, daintily trimmed with touches of handwork—V and crew neck styles—Pink, blue and white in sizes 22 and 24.

55¢

New Printed
Crepe Blouses
With Puffed Sleeves

\$1.39

Regular \$1.98 Values

Clever new higher necklines with glass or brass button trimmings. Blue, white, gray and eggshell in satin and red and white or blue and white print. Sizes for misses and women.

GAS AND ELECTRICITY
LET YOU BE "UP AND DOING"!

The woman who likes to do things to improve her home is "up and doing" these days. She has learned that minutes and hours have new values in these times... especially the ones spent inside the home.

It's a lot of fun... this fixing-up the house... doing things that formerly you hired done. Who would have thought that you could re-upholster a chair so neatly? Imagine thinking that you couldn't paint the pantry shelves! And wasn't it fun to surprise the family with those new living room curtains that you made all yourself?

Dish washing, vacuum cleaning, and the cooking... all speeded up with Gas and Electricity, all made easier, all finished-up without wasting time. And what a relief to get this routine house work out of the way with gas and electricity! They certainly help to gain those precious hours.

Here's a hint---

Gas for Cooking, Water Heating and House Heating. Electricity for Lighting, Washing, Ironing, and Cleaning. Your choice of either for Automatic Refrigeration.

MALDEN AND MELROSE GAS LIGHT COMPANY
MALDEN ELECTRIC COMPANY

J. T. Day, Manager

ARLINGTON DAILY NEWS
 Managing Editor: ARTHUR J. MANSFIELD
 News Editor: L. ALBERT BRODEUR
 Published every afternoon except Sundays and holidays by Arlington Daily News, Inc., at 23 Mystic street, Arlington.
 Entered as second class matter June 15, 1931, at the post office at Boston, Mass., under Act of March 3, 1879.
 The News assumes no financial responsibility for typographical errors in advertisements, but will reprint that part of an advertisement in which an error occurs.
 The Business office of the Arlington Daily News is open from 8:00 a. m. to 6:00 p. m. daily (except on Sundays and holidays) for receiving news and advertising. Telephone Arlington 1305.

DON'T BE AFRAID TO ASK

One of the many things the American Fiction Guild hopes to do for writers and readers is to give both a square deal. The news stands are packed with magazines which, purporting to contain original fiction, contain reprints instead, i. e., stories that have previously been published and sold to the public.

When a reader, intent on a good air-war, adventure, detective, mystery or love story, buys a magazine from the stands and discovers that he has already read one or more of its stories, in some other magazine he also bought and paid for, he feels, and rightfully, that he has been cheated. He has not been legally cheated, for if the publisher is asked he will readily confess to reprints, but he hopes for sales of stories for which he has not paid the author additional rates, to people who fail to ask.

When a publisher buys a story from a writer he often buys second serial rights as well as first, so he is within his rights in using the story again. The writer thus is placed in competition with his own work for which he has once been paid, has his current market curtailed—and the public buys something it has bought before.

So, a word of advice: ask the news dealer if the magazine contains reprints. If he says no, and you find it does, write to the publisher and speak your mind. If, on the other hand, you find in magazines which use no reprints, stories that you like, remember that the writer and publisher like applause and work the better for it. Write and tell editors what you think of the stories they publish. The writer never knows—save through his "fan" mail—whether his audience likes his work. Help him to do his job by telling him about it when he has succeeded in entertaining you.

LIFE INSURANCE IN 1932

As the new year starts, the life insurance industry has just grounds for "pointing with pride" to the record it made during the trying months of 1932.

Life insurance companies have been unsurpassed, and perhaps unequalled, in the soundness of their financial structure and their ability to meet all obligations on time. They have paid gigantic sums to the beneficiaries of policyholders and, in addition, hundreds of millions more have been paid to living policyholders through annuities, endowments, dividends and on surrendered policies. Millions of dollars have been loaned to policyholders who, in the majority of instances, could borrow money from no other source. To thousands of our citizens, life insurance has been the only investment which has not depreciated.

One has only to glance at the growth of life insurance to understand its increasingly important place in the life of the average citizen. Fifty years ago annual sales totaled about \$200,000,000; more than twice that amount was sold in every month of 1932, despite the economic situation.

We buy life insurance as a protector for dependents, as a protector for ourselves against the exigencies of old age, as an investment, as a creator of estates. For whatever reason or purpose we buy it, we have invested wisely.

WHEREAS, on the petition of Theodore J. and L. Henry Thorson dated December 2, 1932, for a change in the Zoning Map of the City of Medford, the Board of Aldermen has given a hearing on January 3, 1933, notice of which was sent to owners of all lands affected thereby, and has received a report from the Planning Board, all as required by law:

Now, therefore, in order to promote the health, safety, morals, convenience and general welfare of the inhabitants of the City of Medford

BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF MEDFORD

That the map accompanying an ordinance adopted October 28, 1925, entitled "Zoning Ordinance", being an amendment to Revised Ordinances, Chapter XLVII, and referred to in section three of said ordinance, is hereby amended by changing the classification of the area hereinafter described from general residence to business district, said area being bounded as follows:

Beginning at the intersection of the easterly lot line of Lot C extended southerly and the center line of Riverside Avenue;

Then westerly along said center line of Riverside Avenue by a curve of radius two thousand two hundred ninety-one (2291) feet a distance of one hundred twenty-one (121) feet more or less to a point on the westerly lot line of Lot A extended southerly;

Then northerly along said westerly lot line of Lot A and its extension eighty-six (86) feet more or less;

Then easterly by the northerly lot lines of Lots A, B & C, one hundred twenty and no one-hundredths (120.00) feet to a point on the easterly lot line of Lot C;

Then southerly along said easterly lot line of Lot C and its extension eighty-three and five tenths (83.5) feet to the point of beginning.

All as more particularly shown and described on Plan No. 14103 entitled "City of Medford, Engineering Department, Plan Showing Proposed Change in Zoning Ordinance", dated January 16, 1933 and signed by H. J. Nicholson, City Engineer.

BE IT ORDERED:

That the said change in the district lines provided for in the amendment to the Zoning Ordinance, contained in Paper No. 36251 with the date shall be noted on the Zoning Map referred to in said amendment, and shall be shown on map entitled "Amended Zoning Map Number 37" to be filed with the City Clerk and Building Commissioner; also that said amended map shall supplant original map so far as the classification of the above described area in said amendment to the Zoning Ordinance is concerned, but in no other respect.

In Board of Aldermen January 17, 1933

Passed to be enrolled

In Board of Aldermen January 31, 1933

Passed to be ordained

Ordained January 31, 1933 JAMES W. NORTON, President

Approved February 1, 1933 JOHN H. BURKE, Mayor

A true copy, attest

CHARLES A. WINSLOW, City Clerk

Kiddie Klub Kolumn
 Over 4000 Members

Daddy Sunshine Club Rules

1. Be kind and helpful to others.
2. Look both ways when crossing streets.
3. Always be kind to dumb animals.
4. Write a letter to Daddy Sunshine, or have Mother or Dad write it for you, every now and then.
5. Try to bring a "Ray of Sunshine" into the lives of your parents and others every day of the week and every week of the year.

These rules are not very difficult for good girls and boys to keep. Most of them are kept by them anyway. Mail your letters and stories to Daddy Sunshine, in care of this paper. He will answer them in the Daddy Sunshine Column.

Write on the left side of the paper, and place your age and address on the letter after your name. Give the day, month and year of your birth.

To join the club all you have to do is promise to keep the rules—and keep them.

About a "Cockatoo"

Dear Daddy Sunshine: I would like very much to belong to your club. I have lots of girl friends who belong. Some joined when you started. I am going to save tin foil, too, from now on. All my chums tell me about your club and I read the column in the Mercury every night. May I please belong?

You said you would like letters about pets. I have not got any but I know lots of people who have. Would you like to hear about a cockatoo that talks? I will tell you about one named Noodles. He is white. The family that owns him brought him back from California a few years when they came home for the summer. They drive back and forth every year. Noodles rode in the rumble seat of a roadster some of the way. Do you remember the song that was so popular "Among my Souvenirs"? Well one of the boys liked it so he kept whistling or else singing it all the time. Pretty soon Noodles was whispering it too. I heard him do it one time and it was very cute. One day Noodles got out of the house and went down the path to the gardens and hayfield. He saw a cow and was frightened and got up in a tree. He was so frightened he kept screaming "Mother, come quick. Mother, come quick." The men who work on the farm were laughing so hard that poor Noodles had to stay up in the tree for a little while.

Well I guess this will be all for now. I will write again some time soon and tell you all the news.

Yours truly,
Amanda Black.

Welcome Amanda to the Daddy Sunshine club. Daddy Sunshine is more than proud to have such a fine letter writer in his club and will look forward to many interesting letters from you. Letters about pets are most welcome at all times. He hopes that many of the members who have pets will follow your example and write to the column telling the interesting things they do. Your story about the "cockatoo" should interest most of the members. Everybody likes to read about animals and other creatures. Thanks a lot.

A New Sunshiner

Dear Daddy Sunshine: May I become a member of your club? I am nine years old and know a lot of boys who are members, and girls, too. I have heard a lot about the good things the club does for the needy and for others, and in spreading sunshine. I want to assist in spreading sunshine. May I? My mother told me I could ask you to allow me to join. She thinks the club is a great thing. So do I. Please tell me in the paper if I may join and please send me a pin.

Yours truly,
Bobby Griffin

Of course, Bobby, you may join. In fact you are now a member and your name is listed on the club roster. You will have plenty of opportunity to spread sunshine. Bobby Begin right now in your own home, obeying your parents and doing the little things you know will make them happy. Help make others happy, Bobby, and you yourself will be the happier. Write again, and often, and tell Daddy Sunshine the way you spread sunshine.

Wellington

—Charles Mullan, 22 Fourth street, Angelo Labagnara, 99 Third street, and Guy Campobasso, St. James road, have returned from West Hampstead, N. H., where they were the guests of Mr. and Mrs. Howard Drady.

—Charles E. Calnen, 87 Second street, has been confined to his home for the past week with illness.

—Guy Campobasso, St. James road, has as his guest for the week, John Ray of West Hamp-

stead, N. H.

Dussette And Passas Meet At Mechanics

George Dussette, famous Notre Dame football star has been signed to meet Steve Passas, ex-world's champion in one of the main frays at Charlie Gordon's wrestling show on Feb. 15th at Mechanics Building.

The Notre Dame star was on the South Bend, Ind., team that swept through all opposition for two years and since his entry to the mat world the colorful lad has bowled over all opponents to date. Dussette can shoot flying tackles from any angle and spends his spare time practicing on football dummies. The mat star, who will probably be the greatest gate magnet in the country when he gathers a little more experience, will arrive from Chicago today and tune up at Toland's Gym.

The former champion, Steve Passas, who held the world's title for twelve years and suffered but one defeat in that period of time is a slight favorite to topple the gridiron hero. Passas knows every trick in the mat game and is plenty rough. Both of the mat stars want a shot at the world's title now held by Mephisto of Germany and the bout will probably result in a wild melee.

In the other main bout best two out of three falls Ted Germaine, will clash with Paul Adams, Southern football flash. Adams was on the Georgia team that beat Yale two years in a row and claims that he will down Germaine in the same fashion when they grapple Feb. 15th. There will be plenty of fireworks when these two get together and the police will have to be on hand when Germaine starts on his ring rampage. The winner of this fray is to be signed for a world's title fray at Mechanics in the near future.

MYSTIC THEATRE

"Virtue" with Carole Lombard and Pat O'Brien, and "Men Are Such Fools" with Leo Carrillo, Vivienne Osborne and Una Merkel, will be the double feature bill that opens at the Mystic Theater in Malden Saturday. In "Virtue," Miss Lombard is cast as a girl caught in a vice raid back to her home or taking thirty days on the island. She has no home but tells the court she lives in Danbury, Conn. She is put on the train but gets off at the first stop. Then she meets Pat O'Brien, a taxi driver, who falls in love with her. O'Brien gets her a job as cashier in a restaurant and the two get married. The girl wisely refrains from telling her husband of her past and the two are ideally happy. Then a girl whom Miss Lombard had known in the old days puts in an appearance. This girl is later found murdered and the wife is suspected of the crime. During her battle for freedom her past life comes out and on acquittal she expects her husband will have nothing more to do with her. However, things work out quite differently.

"Men Are Such Fools" presents Leo Carrillo as a musician who marries a concert singer. He dreams of becoming a great composer and has great plans for the future. Then he finds that his wife is having an affair with the owner of the night club where both are employed. Enraged he assaults the man and is sent to prison. While in jail he composes several numbers that become national hits. As usual Leo Carrillo gives a marvelous characterization and receives excellent support from Vivienne Osborne, Una Merkel, Earle Fox, Tom Moore and Paul Hurst.

"Those We Love" with Mary Astor, Kenneth MacKenna and Lilian Tashman heads the double bill now showing at the Mystic. "Secrets of the French Police" with Gwili Andre and Frank Morgan is the second attraction on the bill that ends its run on Friday.

CONSECRATION SERVICE

Middlesex County Christian Endeavor Union held an impressive Candle Light Service on Sunday, January 29 at the Trinity Baptist Church in Arlington. The service was opened at 3.30 p. m. by Miss Charlotte Goddard, President of the County organization. The devotionals were in charge of Nathaniel W. Trull of Lowell, vice president of Massachusetts Christian Endeavor Union. Rev. Gordon Bigelow of Trinity Baptist Church brought an inspiring message to the assembled Endeavorers challenging each one to "Keep The Candle Burning" each day in worthwhile accomplishment.

The Candlelight Consecration Service was in charge of Russell J. Blair, Field Secretary of the Massachusetts Christian Endeavor Union who was assisted by the County Officers: President, Charlotte Goddard, of Malden; Vice President, Harold Carson of North Tewksbury; Treasurer, W. E. Pingree of Medford; Secretary, Ruth Sawyer of Melrose; Citizenship Superintendent, Robert Churchill of Everett; and Prayer Meeting Superintendent, Nellie Leighton of Somerville. Nearly 200 Endeavorers attended this service.

1933 FEBRUARY 1933
 SUN MON TUE WED THU FRI SAT
 5 6 7 8 9 10 11
 12 13 14 15 16 17 18
 19 20 21 22 23 24 25
 26 27 28

Winchester

A local youth who escaped from the Lyman School for Boys about a week ago was taken into custody Tuesday afternoon by Sgt. Thomas F. Cassidy and patrolman John J. Murray. Officers had been searching for the youth since his escape from the school. He was turned over to Herbert Good-nough, an officer from the Lyman School.

In his annual report to the Selectmen, Fire Chief David H. DeCourcy states that during the past year the department answered 274 alarms, which included 190 telephone calls, 38 box alarms, 19 still alarms and 29 box alarms from telephone calls. Other interesting figures show that the department during the year laid nearly five miles of hose for water and 4650 feet of hose for chemicals. The apparatus traveled 1051 miles.

The Winchester Lions Club, Fire Chief David H. DeCourcy, president, has invited members of the Police Department bowling team to be its guests at luncheon next Monday noon in the Calumet Club. Following the luncheon, the two bowling teams will roll off a match in the Calumet Alleys.

Every Saturday afternoon at 4:30 there will be a chime concert on the Downes memorial chimel in the Unitarian Church. The chimes will be played by Kenneth Moffatt, church organist. These concerts were given last year on Saturday afternoons and received much favorable comment.

The annual luncheon-bridge of the Winchester Circle of the Florence Crittenton League will be held next Tuesday at 1 o'clock in the parish house of the First Congregational Church. A musical program will be given by Helena Studvinskia Sibley and Vida Rohde. The committee is headed by Mrs. Arthur D. Speedie, assisted by Mrs. Edward C. Grant and Mrs. Walter S. Wadsworth.

GRANADA THEATRE

Heralded as the most extraordinary motion picture ever to reach the talking screen, "Strange Interlude," Metro's filmization of the Eugene O'Neill drama which ran on Broadway for a year and a half and won the Pulitzer Prize award for the finest play of the season, will open at the big Granada Theater in Malden on Saturday. The principal roles in the talkie version of O'Neill's brilliant psychological study are played by Norma Shearer and Clark Gable. Other leading roles are played by Alexander Kirkland, Maureen O'Sullivan, Ralph Morgan and Robert Young. "Strange Interlude" has been called the most daring venture ever attempted in motion pictures, chiefly because of its ultra-sophisticated theme, which deals with a neurotic woman who undergoes a series of intensely dramatic sensual experiences, also because of its dialogue "asides," in which the actors express themselves politely and then hastily reveal their private opinions, which are totally at variance with the spoken expression. "Strange Interlude" broke all records as a stage play and bids fair to accomplish the same in the movie version.

"Lawyer Man" with William Powell and Joan Blondell as the featured players, will be the second attraction on the Saturday program. The story is said to be filled with the quaint humor of a successful East Side lawyer who just can't resist the smiles of pretty ladies. His legal work attracts the attention of a big corporation and he is given a partnership. Then he proceeds to go "Park Avenue" despite the caustic attempts of his secretary to keep him down to earth. How he is eventually brought to his senses by his wise-cracking secretary touches on both humor and romance.

"The Half-Naked Truth" with Lee Tracy and Lupe Velez as the stars, heads the double bill that ends its run on Friday. "Madame Butterfly" with Sylvia Sidney and Cary Grant as the stars, is the second attraction on the current bill.

FELLOWSHIP MEETING

The Sagamore C. E. Union Alumni Fellowship met recently at the home of W. E. Pingree for its second prayer meeting and social evening. The meeting was under direction of Leroy S. Tucker, president of the Fellowship. This group, composed of older Christian Endeavorers, was organized several years ago by Mr. Tucker, a past president of the union. In the past they have held occasional business meetings, generally in conjunction with a monthly rally of Sagamore Union. It was decided recently to come together monthly for a regular prayer meeting and social gathering and thus provide a society for all older Endeavorers who do not have this opportunity in their own church.

The next event will be a Valentine party which will be held on Tuesday, February 14 at the home of Warren Fogg in Winchester.

REGENT
 ARRLINGTON
 WEDNESDAY and THURSDAY
 "SKYSCRAPER SOULS"
 with
 Warren William
 Fifi D'Orsay
 in
 "The Girl From Calgary"
 Thursday Night—
 Art Spaulding's Amateurs

CAPITOL
 Arlington 4840 - 4841
 NOW PLAYING
 Janet Gaynor
 Charles Farrell
 in
 "Tess of The Storm Country"
 with
 PAT O'BRIEN
 RALPH BELLAMY

Daughter Born To Mr. and Mrs. Hogan
 A daughter was born to Mr. and Mrs. Edward H. Hogan of 20 Glenwood road, Somerville, Monday evening at 9.30 o'clock. Mrs. Hogan is the former Miss Doris L. Babbitt of Medford. The family recently resided in Medford.

MORTGAGEE'S SALE OF REAL ESTATE
 By virtue and in execution of a power of sale contained in a certain mortgage deed given by Dennis J. Leahy and Agnes F. Leahy, his wife, in her own right, both of Medford, Middlesex County, Massachusetts, to the Inman Co-operative Bank, a corporation duly organized under the laws of the Commonwealth of Massachusetts and having a usual place of business in Cambridge, in the County of Middlesex and Commonwealth aforesaid, dated August 9, 1927, and recorded with Middlesex South District Deeds, Book 5129, Page 474, for breach of the conditions of said mortgage and for the purpose of foreclosing the same will be sold at public auction, on the premises, on Tuesday, the twenty-eighth day of February, 1933, at two o'clock in the afternoon, all and singular the premises conveyed by said mortgage deed, namely:

"Two certain parcels of land with the buildings thereon situated in the town of Medford, Middlesex County, the first parcel being Lot No. 9 on a plan of house lots in Medford belonging to Richard Gibson, J. O. Goodwin, Surveyor, dated August 1880, recorded with Middlesex South District Deeds, Book of Plans 35, Plan 21, and described as follows: North by Gibson Street as shown on said plan, ninety-two (92) feet; Easterly by Lot No. 10 as shown on said plan, fifty-two (52) feet; Southerly by and now or formerly of Ruth Gibbs, ninety-six (96) feet; Westerly by Lot No. 10 as shown on said plan, ninety-seven (97) feet; and Westerly by Lot No. 8 as shown on said plan, fifty-two (52) feet. Containing 5102 square feet, more or less. With the right to use said Gibson Street and also subject to the rights of abutters thereon to use all of said Gibson Street to and from Spring Street."

The second parcel being a part of Lots Nos. 7 and 8 on a plan of house lots in Medford, Middlesex County, belonging to Charles S. Jacobs, Charles Mills, Surveyor, dated April 22, 1927, recorded with Middlesex South District Deeds, Book of Plans 39, Plan 20, bounded and described as follows: North by Ruth Gibbs, ninety-six (96) feet; Easterly by and now or formerly of Abbie F. Barker et al., ninety-six (96) feet; Westerly by and now or formerly of Ellen J. Cunningham, ten (10) feet. Being the same premises conveyed to the said Dennis J. Leahy by deed of Ruth Gibbs, to be recorded here-with."

Said premises are to be sold subject to unpaid taxes and municipal liens. Two Hundred (200) Dollars will be required to be paid in cash by the purchaser at the time and place of sale. Other terms will be announced at the time and place of sale.

INMAN CO-OPERATIVE BANK, By Edmund T. Howard, Treasurer. Present holder of said mortgage. For further information see Edward A. Counihan, Jr., 910 Barrister Hall, Boston, Telephone 2-2116, February 1, 1933.

Commonwealth of Massachusetts PROBATE COURT, Middlesex, ss. To the heirs-at-law, next of kin, creditors, and all other persons interested in the estate of Catherine Barry late of Arlington in said County, deceased, intestate.

Whereas a petition has been presented to said Court to grant a letter of administration on the estate of the deceased to Mary J. O'Neill and Katherine M. Barry of Arlington in the County of Middlesex, without giving a surety on their bonds.

You are hereby cited to appear at a Probate Court to be held at Cambridge, in said County of Middlesex, on the sixteenth day of February A. D. 1933, at ten o'clock in the forenoon, to show cause, if any you have, why the same should not be granted.

And the petitioners are hereby directed to give public notice thereof, by publishing this citation once in each week, for three successive weeks, in the Arlington Daily News, a newspaper published in Arlington, the last publication to be one day at least before said Court.

Witness, John C. Leggat, Esquire, First Judge of said Court, this thirty-first day of January in the year one thousand nine hundred and thirty-three.

LORING P. JORDAN, Register. A052,13

MEDFORD THEATRE
 Vaudeville Every Friday
 THURS. — FRI. — SAT.
 WALLACE BEERY
 in
 "FLESH"
 A wrestling waiter in a story of crooked sport
 Loretta Young and George Brent
 in
 "THEY CALL IT SIN"
 An intimate diary of a playgirl.
 FRIDAY EVENING ONLY
 5 ACT VAUDEVILLE BILL
 HEADED BY
 Benny Drohan and Marty Dupree
 Late features of the Dupree Musical Revue

Al Jolson Coming To State, Orpheum

Supported by a cast of personalities, including three internationally-famous comedians who recently returned to the screen after extended stage engagements, Al Jolson will be seen at Loew's State and Orpheum theatres on Friday in "Hallelujah, I'm a Bum," his starring vehicle for United Artists and his first picture in almost three years.

Jolson, first in the talkies, will introduce a new screen technique in "Hallelujah, I'm a Bum," a technique which is confidently expected to revolutionize picture making. Discarding most of the outworn methods of motion picture studios, the star will present his new story in what is variously called "musical dialogue" and "photographic music." The story is laid in modern-day New York, against the background of Central Park, Wall Street, the tenement districts and haunts of the rich. Jolson, minus blackface and playing a character totally unlike any he has ever brought to the screen or stage, will sing throughout the picture. Madge Evans, Harry Landron, Frank Morgan, Chester Conklin and Bert Roach appear in the cast with him.

Charley Chase's latest comedy, "Fallen Arches," Flip the Frog in "Nurse Maud," an M-G-M Oddity, "Microscopic Mystery," and Hearst Metrotone News are among the new short subjects.

IRISH AND MODERN DANCING
 EVERY SATURDAY NIGHT
 Colonial Hall Medford Square
 (Over Medford Theatre)
 Music by Collins' Irish Minstrels
 (Dancing in C. bridge every Tuesday Night at Newtown Hall, Porter Sq.)
 E4,dc29-mar30

Have to Get Up at Night?
 Deal Promptly with Bladder Irregularities
 Are you bothered with bladder irregularities; burning, scanty or too frequent passage and getting up at night? Heed promptly these symptoms. They may warn of some disordered kidney or bladder condition. Users everywhere rely on Doan's Pills. Recommended for 50 years. Sold everywhere.

Doan's Pills
 A Diuretic for the Kidneys

MONEY
 YOUR BEST FRIEND IN TIME OF NEED
 A HELPFUL LOAN FROM US WILL SOLVE ANY FAMILY FINANCIAL PROBLEM
 ★ SMALL MONTHLY REPAYMENTS TO SUIT YOUR INCOME
 Come in, phone or write

INDUSTRIAL Bankers
 OF MEDFORD, INC.
 Room 5, Second Floor, Central Building
 11 Riverside Avenue
 Medford Square
 License No. 199 Phone: Mystic 1036
 ★ Medford, Mass. ★

Open Thursday Evening Until 7.30 P. M.
BEST DOMESTIC COKE
 ON THE MARKET
 \$9.50 Per Ton
 P. V. BECK MYSTIC 3987-M
 Jn24-Jan31

Alice Elizabeth Rodger
 Announces Her School of Dancing and Its Related Arts
 Miss Rodger is forming Junior and High school classes in Tap, Soft Shoe and Revue Work for Theatres, and for Local Entertainments in connection with "Mal" MacDonald.
 ENROLLMENT TUESDAYS AT 2.30 P. M.
 Colonial Hall Over Medford Theatre

ROBERT O. ROCKWELL, Jr.
 REAL ESTATE & INSURANCE
 announces the opening of a new office at
 455 HIGH STREET
 and respectfully solicits your patronage
 Tel. Res. Arl. 1957
 WEST MEDFORD
 Tel. Office, Mya. 0400

NAPLES HOTEL
 AT
 Naples on the Gulf, Fla.
 The southern point of Florida's west coast—a virgin "Paradise" for Fishing Sportsmen. Some shooting such as Quail, Turkey, Deer—Wonderful beach—Ocean bathing—No undertow—Florida's best 18 hole golf courses, grass Greens, 6640 yards—72 par—beautiful Club House—White fine sand—hard beach—More sunny days than elsewhere—Hotel every comfort—with fine cuisine and excellent service—Bring your family and be yourself.
 George Kreamer
 Summer: Wyandotte Hotel, Bellport, L. I.
 Jan19th-mar31

Anderson and Anderson
 Plumbing and Heating
 842 SALEM ST. MYSTIC 0664
 JOBBING A SPECIALTY

